

Message

From: Charmley, William [charmley.william@epa.gov]
Sent: 12/8/2016 1:21:24 AM
To: David W Raney (TMS) [david.w.raney@toyota.com]
Subject: Re: LDV GHG projections through 2050 [WARNING: DKIM validation failed]

David

Yes, I think that would be helpful.

I have been able to catch up a little with Chris from our recent talk, but not in much detail. I think I will be able to do that Thursday afternoon.

I am open between 3 and 5 pm Eastern time on Friday. Are you available in the window for a call?

Thanks
Bill

Sent from my iPhone

On Dec 7, 2016, at 8:10 PM, David W Raney (TMS) <david.w.raney@toyota.com> wrote:

Thanks Bill.

Would there be any benefit to reconnecting briefly on the phone this week?

David

From: Charmley, William [mailto:charmley.william@epa.gov]
Sent: Tuesday, December 06, 2016 10:32 AM
To: David W Raney (TMS) <david.w.raney@toyota.com>
Subject: LDV GHG projections through 2050

Dear David,

I will look into your request as it specifically related to the graph in the Bloomberg article. But given your interest in that graph, you should look specifically at Section V of the Proposed Determination. I have attached a copy of the entire Proposed Determination.

Section V is the section after the Administrator lays out her reasons for the Proposed Determination for MY2022-2025 GHG standards. Section V is largely a stand-alone section that discusses opportunities for the future. The title of Section V is **"The Need and Opportunity for Substantial GHG Emissions Reductions from Light-Duty Vehicles Beyond 2025"**

Included in Section V is Figure V.1, which I have copied below. This is very similar to the figure in the Bloomberg article, but it shows two different potential future pathways for GHG reductions, a "4.5% per year" scenario, and a "72% below 2010 in 2050 scenario".

Both of these figures are generated by the Ann Arbor team, by my colleagues in another Division. Note that the Bloomberg article graph is for GHG emissions from the entire U.S. transportation sector, while the graph in Section V of the Proposed Determination is only for light-duty vehicles.

Let me know if you have any more questions on this.

Thanks

Bill

<image001.png>

From: David W Raney (TMS) [<mailto:david.w.raney@toyota.com>]
Sent: Monday, December 05, 2016 11:57 AM
To: Charmley, William <charmley.william@epa.gov>
Subject: Article from Bloomberg [WARNING: DKIM validation failed]

Hi Bill.

Here is the article we discussed. Graph of interest is near end of article.

C:\Users\179034\Documents\CAFE Planning 2016\Chris Grundler The Car-Emissions Sleuth Who's Costing Chrysler \$5 Billion.htm

David